Patent Application of
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Title:AUTOMATIC BRAKE SYSTEM MODULATOR
CLAIMS

WHATCLAIM MY INVENTION IS:

1. A devise comprising two rigid members 1 and 2, pivotally joint, with cables 3a and 4a, going through holes in the said members at points 1a,2a and 1b,2b and one end of casings 3b,3c and 4b,4c butted up to said holes, and said cables and casings controlling front and rear wheels brake systems, independently actuated on a two wheeled vehicle, that couples cables and casings together at an intermediate point between brake handles 3 and 4 and brake calipers 5 and 6. to achieve a balanced transfer of pressure applied from brake handles to said brake calipers

2. Applying pressure on brake handle 4, means tension in cable 4a, to activate brake 6, means compression of said casings 4b and 4 c, means closing the gap between said points 1b and 2b, means pivotal leverage opening the gap between points 1a and 2a, means total length of casings 4 b and 4c increases, relative to said cable 4a, means pressure transferred to brake caliper 6.

3. Applying pressure on said brake handle 3, means tension in said cable 3a, to activate said brake 5, means compression of said casings 3b and 3c, means closing the gap between said points 1a and 2a, means pivotal leverage opening the gap between said points 1b and 2b, means total length of said casings 3b and 3c increases, relative to said cable 3a, means pressure transferred to said brake caliper 5.

4. The pivoting action of said members 1 and 2 means a transfer of tensions from said brake cable 3a to said brake cable 4a and from said brake cable 4a to said brake cable 3a applying variable pressure to said brake calipers 5 and 6.

5. The offset from center, said points 1a and 1b and ,2a and 2b of said pivotally joint members 1 and 2 , will by means of leverage transfer slightly more tension to said cable 3a, and slightly more and delayed pressure to activate said brake caliper 5 than to said brake caliper 6.

6. When said brake handle 3 operates said rear wheel brake caliper 5 and said brake handle 4 operates said wheel brake caliper 6, said brake caliper 5 will through leverage be applied first and with more pressure than said brake caliper 6.

7. This automatically modulated sequence of transferring applied balanced pressures from said brake handles 3 and 4 to said brake calipers 5 and 6 , with delayed action to front wheel caliper 6, and apply friction said wheels to control speed and stops, will increase traction between tires and road surface , reducing the risk of a front wheel brake lock up that can cause a over the handle bar fall.